

MOTOR RACING

and
ECONOMY CAR NEWS

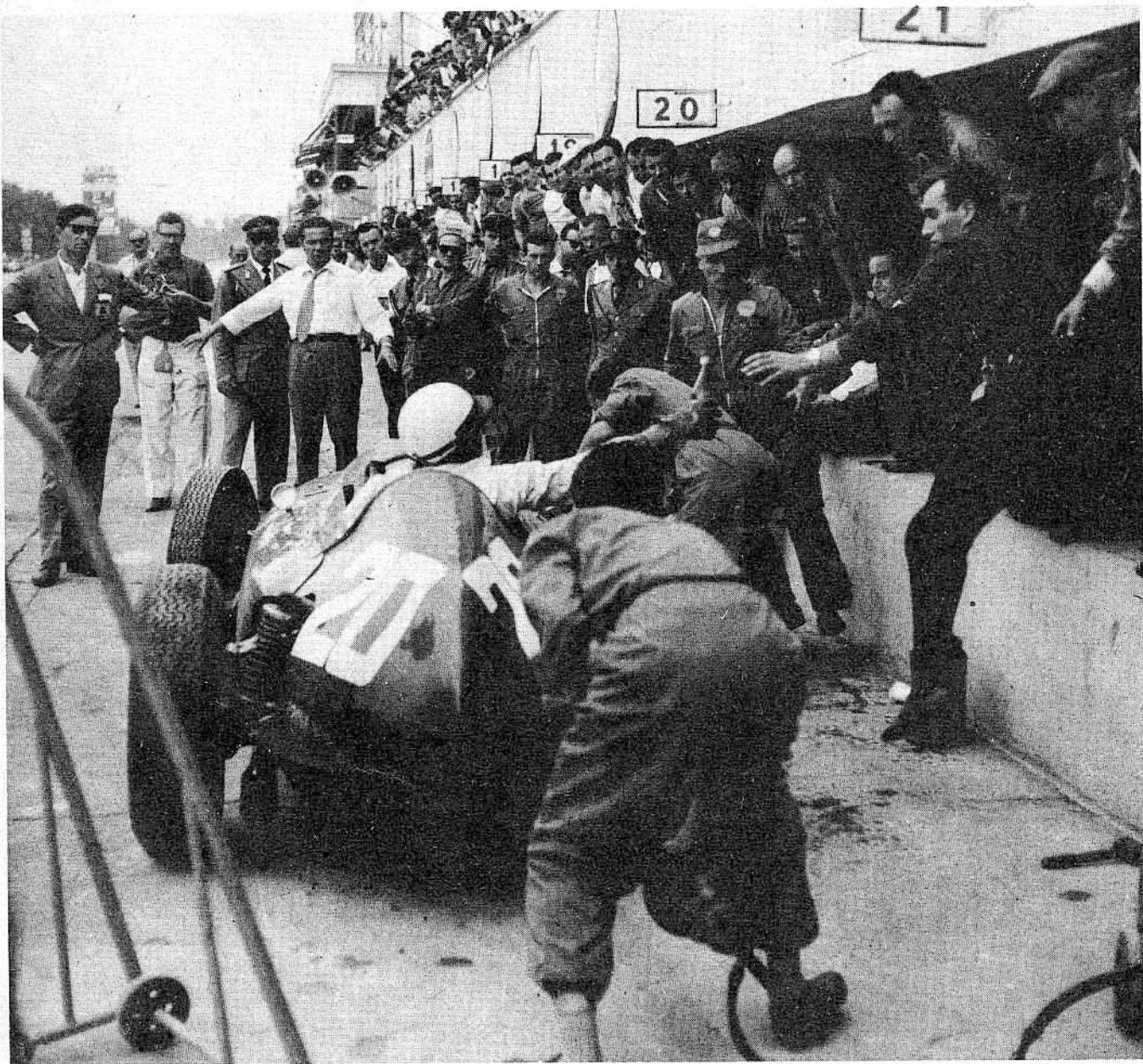
5th Year - No. 24 - Hollywood, Calif.

(Published bi-weekly except last issue of calendar year)

SEPT. 30 - OCT. 7, 1960

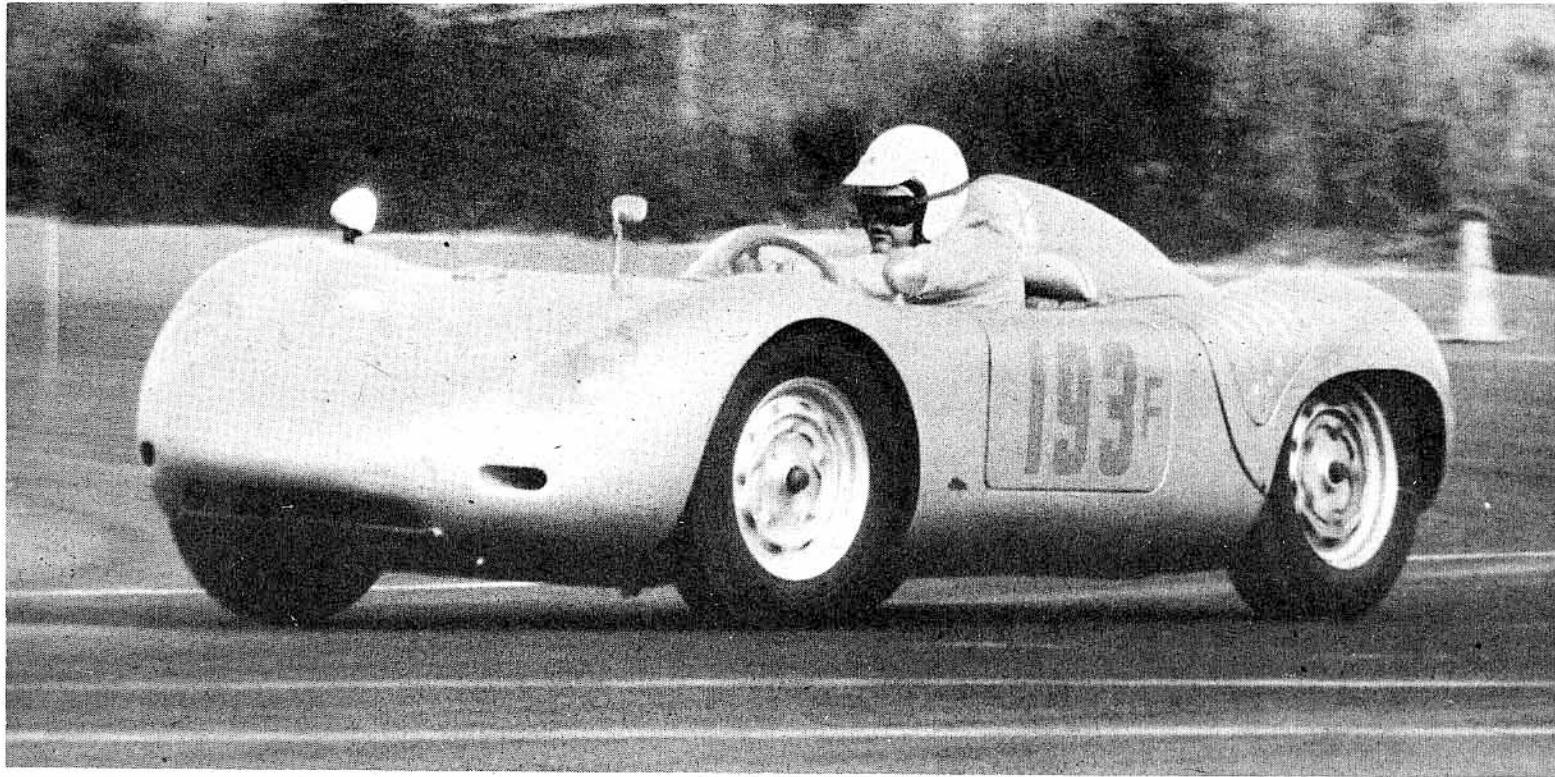
25c

FRENZIED ACTION AS HILL PITS AT MONZA



READY TO GO again after his 1st pit stop, Phil Hill, Ferrari factory No. 1 team driver from Santa Monica, Calif., hands the flagon of aqua to a mechanic as hordes of interested types watch the starter being thrust into the aft section of the Italian Formula 1 car. Action was

at the recent Italian Grand Prix which Hill won — the 1st American to achieve the honor since Jimmy Murphy (Deusenberg) triumphed in 1921. (MOTOR RACING photo by Henry N. Manney III)



JACK McAfee, Burbank imported car dealer, goes through turn 8 on way to victory in LA SCCA feature at Del Mar, Calif., last week. He drove Porsche RSK owned by Betty Shutes, who won women's

race both days. Jack averaged 67.9mph for 20-lapper around 1.4-mi. course. He won by 5.5 seconds over Dick Morgensen (Ferrari), who had won 3 straight at this course. (Photo by Bill Norcross)

Vignettes

By Gus V. Vignolle

- GURNEY WRITES
- LAUDS GREGORY
- HILL POPULAR

A FEW COLUMNS BACK we mentioned that 2 of our favorite drivers were 2 clean-cut young men, who, strangely, both came from the same town, Riverside, Calif. — Dan Gurney and Skip Hudson.

Dan is in his 2nd year under the Big Top — driving for a factory team. Last year it was Ferrari — and he was great as a rookie. This year he has been driving with BRM. It was not a good year. He had a lot of hard luck, and, on top of it, I wrote that he had not been driving the best car.

The other day I got an 8-page letter from Dan Gurney. I thought it was a classic — one of the best letters I have ever received.

Here it is:

(Continued on Page 3)

SCCA Concours Aids Crittenton Home

On the sports car calendar Sunday, Oct. 2, is the L.A. Region of SCCA 4th annual Huntington-Sheraton concours d'elegance for benefit of the Los Angeles Florence Crittenton Home. The Pasadena hotel's parklike grounds provide the setting for the "fashion show of cars".

FIRST MATCH

An English druggist, John Walker, made the 1st friction match in 1827.

VW Sponsoring NCAA Football

The Volkswagen dealers of So. Calif. are co-sponsoring the ABC telecasts of the National Collegiate Athletic Assn. Football "Game of the Week" in the western region this fall.

The 13 telecasts are being broadcast out of stations in Los Angeles, San Diego, Santa Barbara, Bakersfield, Calif., and Las Vegas, Nev.

Remaining games: Oct. 1, Syracuse at Kansas; Oct. 8, Washington at Stanford; Oct. 15, Air Force at Navy; Oct. 22, Notre Dame at Northwestern; Oct. 29, California at Oregon State; Nov. 5, Syracuse at Army; Nov. 12, Ohio State at Iowa; Nov. 19, Stanford at California; Nov. 24, Texas A&M at Texas; Nov. 26, Army at Navy; Dec. 3, Duke at U.C.L.A.

BRABHAM AT RIVERSIDE

Champion due to Drive E-Jaguar

By GUS V. VIGNOLLE
Editor of MOTORACING

Soft-spoken, unobtrusive Jack Brabham of Australia, who won the Formula 1 world's driving championship for Cooper-Climax in 1959 and again this year, will compete in the USAC \$20,000-plus Grand Prix for sports cars at Riverside Raceway Oct. 16.

He will drive an E-type Jaguar owned by Connecticut sportsman Briggs Cunningham. Brabham, along with Stirling Moss of Great Britain (2.5-liter Lotus) and Phil Hill, Santa Monica, Calif. (3-liter Ferrari), ranks as the outstanding attraction.

The 200-mile race over the 3.2-mile course already has lured one of the greatest fields ever gathered for one race in this country.

DRAKE IN OLD YELLER

Other late developments:

Bob Drake will drive Max Balchowsky's famed Old Yeller II Buick Spl. Sp.

Roy Salvadori of England goes in a 2.5 Cooper Monaco, and Paul O'Shea in a 3.8 D-Jag, both for famed Ecurie Ecosse.

Chuck Daigh, Long Beach, Calif., who won the 1st running of this LA Times-Mirror race in 1958 in one of Lance Reventlow's Chevy Scarabs, will pilot the same car again for the 1960 race.

The other Scarab will be driven by personable Augie Pabst of Milwaukee, who now must be recognized as one of the best sports car pilots in the country. The 2 Scarabs now race under the brewery banner of the Meister Brausers, and were sold by Reventlow to Harry Heuer, Chicago beer titan. Heuer has been driving one of the Scarabs, and his progress during the last 6 months has been sensational. This observer saw him go more than a year ago at Vacaville, where he was just



TWO OF THE biggest attractions at the \$20,000-plus USAC sports car race at Riverside Oct. 16 will be Stirling Moss of Great Britain, left, and world champion Jack Brabham of Australia. Moss will drive a 2.5-liter Lotus, and Brabham an E-type Jaguar owned by Briggs Cunningham. (MOTORACING photo by Gus V. Vignolle)

air; but since then he has been right up there among the front ranks.

DAIGH IN SCARAB

Heuer has relinquished his car to Daigh, naturally a more experienced pilot.

Answering a number of queries as to whose "Birdcage" Maserati Carroll Shelby, winner at Le Mans last year with Roy Salvadori, will drive, the answer is: J. Frank Harrison's car. This Chattanooga, Tenn., sportsman, who now has one of the top sports car racing stables in the country, owns two 4.5 Maseratis, two "Birdcage" Maseratis and has 2 new "Birdcages" coming to the US from Italy.

DRIVERS LISTED

Following are other drivers all set for the Riverside classic, although some are questionable at this writing: Dan Gurney, Joakim Bonnier, Olivier Gendebien, Lloyd Ruby, Roger Penske, Eddie Crawford, Walt Hansgen, Briggs Cunningham, Bill Krause, Richie Ginther, George Constantine, Bob Holbert, Ken Miles, Loyal Katskee.

Most of this same field competes Oct. 22-23 at Laguna Seca near Del Monte on the Monterey Peninsula. Amateur races, featuring the Cal Club and LA SCCA, will be held Oct. 15 at Riverside, the day before the big race.

Pabst Captures Race in Scarab

WATKINS GLEN, N.Y., Sept. 24 — Milwaukee's Augie Pabst smashed the race record in an American-made Chevy Scarab today in winning the 101-mile annual Grand Prix of America road race.

Pabst averaged 88.8mph to erase the 88.4mph Grand Prix mark.

Walt Hansgen led for 21 laps until his 2.8-liter "Birdcage" Maserati blew its engine.

Roger Penske was 2nd in a Porsche. Another Scarab, driven by Harry Heuer, was 3rd.

M'Afee Snaps Morgensen Win Streak

By JOE SCALZO

MOTORACING Staff Writer

DEL MAR, Calif., Sept. 25 — Jack McAfee, the on and off "tiger", today ended Dick Morgensen's 3-meeting win streak at this 1.4-mile, 10-turn course, wheeling Betty Shutes' RSK Porsche to a 5.5-second win over Morgensen's red TR 3-liter Ferrari.

Average speed for the feature of the LA SCCA races was 67.9mph, in 24:42.5 for the 20 laps.

The RSK won 3 races over the weekend, Betty winning the women's race both days. McAfee, who Saturday finished 2nd to Morgensen in an RS Porsche, led from pole to pole. He held a 12-second lead by half distance. Morgensen was equally uncontested for 2nd.

Bat Masterson, in the Bat-Mobile II, held strong to 3rd until the 12th lap, when Jim Chaffee in the Pink Elephant Chev edged by, and went on to take 3rd. The "bat man" hit the pits shortly afterwards with heating troubles, and the finishing order behind Chaffee ran: Scooter Patrick, Porsche Special; John Lumkin (lap behind), D-Jaguar, and Ron Cole, Lotus XI.

MacDonald Wins

Young Dave MacDonald, who (Continued on Page 2)

In the News

MOSS WINNER

OULTON PARK, Eng., Sept. 24 — Stirling Moss, driving a Lotus-Climax, won the Oulton International Gold Cup for the 2nd straight year today.

Moss' average speed was 93.85mph. Dan Gurney of Riverside, Calif., was 6th in a Cooper-Climax.

WEAKER SEX?

LIEGE, Belgium, Sept. 4 — Pat Moss and Ann Wisdom, driving an Austin Healey 3000, were the outright winners of the 1960 Liege-Rome-Liege rally, one of the toughest events in the European championship calendar. This was the 1st time that this rally has ever been won by women.

Out of 82 starters only 13 finished the 3000-mile route through Belgium, Germany, Austria, Yugoslavia, Northern Italy, France and back through Belgium to Liege. This year the event was made specifically difficult by almost continual storms and torrential rain.

THOMSON KILLED

ALLENTOWN, Pa., Sept. 24 — Johnny Thomson, 39, was fatally injured today when his car crashed through a fence and upset in the feature race at the Allentown fairgrounds.

Renault Takes Over John Green Dealers

John Green of the John Green Corp. has been forced to sell his Renault Pacific Coast distributorship and dealerships to Renault Inc. of NY, the transaction to become effective Oct. 1. Sale includes all assets and stock of the company.

No figure was divulged, but it is believed to be about \$2 million.

Renault of NY also will take over 2 other distributorships, but the Green deal was the biggest plum.

A fatter cut is envisioned for dealers by eliminating the distributor profit.

Those close to the scene claim other factories in Europe are considering a similar move.

Letters to MotoRacing

Letters Welcome

"In a world in which the carrying power of the individual voice sometimes seems to be growing weaker and more insignificant, the man at his typewriter or with pen in hand can still have his innings."—James F. Fixx, in the SATURDAY REVIEW.

IT WAS NOT EDGAR

Say, in that picture you printed of the "Gringo" who leaped into the bullring, it looked to me like that was John Edgar. He was wearing sun glasses, too.

I knew John Edgar in Ohio and followed all of his sports car racing activities — and I'm just deeply



curious, although I'm inclined to believe Edgar is just a little too old to go in there and want to fight a bull.

Did you know, too, that Edgar was quite a motorcycle rider in his day?

AL MORRANAS
Pismo Beach, Calif.

(Editor's Note: — It definitely was not John Edgar who leaped into the bullring. Please note photo of him and his wife, Jerry (wearing sun glasses) in the sombra section of the bullring.

SALVO AT SCCA

A number of us in San Francisco and surrounding territory agree 100% with what you have been saying again and again about the @#%&X& Sports Car Club of America.

They make rules, then change them. They take one stand on professional racing and expenses, then they revise this. We agree the SCCA doesn't know what the hell it is doing or where it is headed, if anywhere.

McAfee Scores at Del Mar

(Continued from Page 1)

went so fast at the recent Hanford races, today shot to an easy 33-second win over Scot Briley's Corvette in the large production go. Jay Hills, Porsche Carrera, was 3rd. MacDonald, who led from the start, was looking for challenges from yesterday's winner Tony Settember, and Bob Bondurant and Buford Lane, but all of these "vetters" retired early — Settember with fuel injection trouble, Bondurant with a gone ring and pinion, and Lane with severe overheating. Driving the Don Steves Corvette, MacDonald also ran in the modified go, and was running a creditable 4th until mechanical trouble intervened.

Krause Surprises

Upset — or rather surprise — of the weekend was Billy Krause's fine win in today's Formula Junior dice. Billy, winning both days in the Brumby Stanguellini, faced threats from Jay Chamberlain's Lotus Jr., but this fast machine was a DNF both days, as Chamberlain's exuberance put him into the haybales yesterday, and earned him trouble today. John Timanus, Formula II Lotus, and Bob Gould, Stang, were 2nd and 3rd each day, dueling mightily for their positions.

Snyder Scores

Art Snyder, suffering from brake trouble in the waning laps of the G-H-I modified race, still managed a win in the 20-lap contest, as Don Maslin, yesterday's winner in his Lotus Mk. XI, staged a "Silky

Thank goodness you people down there have the Cal Club. Up here we're stuck with SCCA, but I don't think it will be for long the way things are going.

Can you please tell me what that general and those Pharaohs (that was a wonderful name you gave them) do over there in Westport, Conn.?

I hope the SCCA bounces the San Francisco region. I would like nothing better, then we could operate on a realistic basis in regard to pro-amateur, no?

NAME WITHHELD
BY REQUEST
San Francisco



HERE IS Chevrolet's Corvette for 1961, now on display at Harry Mann Chevrolet. The car, prominent in Southland big-car production races, has new lattice-type grille in front and ultra-modern treatment to rear of car. Rear fenders are more pronounced, while the fibreglass body surfaces have a new sculptured effect above the modified bumpers. Mechanical advances include reduction in transmission tunnel width, improved body insulation and radiator cooling.

MOTOR RACING

AND
ECONOMY CAR NEWS
P.O. BOX 1127 CULVER CITY, CALIFORNIA
Published Bi-weekly, except last issue
of calendar year by V. & P., Inc.

1617 No. El Centro
Hollywood 3-6861

For the Classified Advertising Department only: 4041 Marlin Ave., Room 208, L.A. 8 or phone AX. 2-0287.

Gus V. Vignolle Editor & Publisher
June Vignolle Circulation

Advertising Rates on Request

Mailing Address: P.O. Box 1127
Culver City, Calif.

YEARLY SUBSCRIPTION RATES

Domestic \$3 — Foreign \$4

Entered as second class
matter at Los Angeles, Calif.

Manuscripts, photos or artwork, submitted to MOTORACING should be accompanied by addressed envelope and return postage. The publisher assumes no responsibility for the return of unsolicited manuscripts, photos or artwork.

Copyright 1960

National SCCA Point Leaders

B MODIFIED

1 Augie Pabst Scarab 40
2 Bud Gates Lister-Corvette 22
3 G. Constantine Kelis-Chev/Lis-Corv 20

B PRODUCTION

1 Bob Johnson Corvette 46
2 Bob Grossman Ferrari Calif. 44
3 Dick Jalbert Corvette 38

C MODIFIED

1 Dick Thompson Sting Ray 40
2 Bud Faust Ferrari 10
3 C. Frederick Chev-Allard 10
4 G. MacKenzie Jaguar C 10

C PRODUCTION

1 Bill Ronig Porsche Carrera 66
2 Bruce Jennings Porsche Carrera 48
3 C. Lawrence Porsche Carrera 26

D MODIFIED

1 Gaston Andrew Maserati 61 44
2 Walt Hansgen Maserati 61 40
3 David Causey Maserati 10

D PRODUCTION

1 Charles Kurtz AC Bristol 60
2 Elliott Pew AC Bristol 46
3 Ralph Durbin Arnolt Bristol 30

E MODIFIED

1 Bob Holbert Porsche RSK 70
2 Roger Penske Porsche RSK 36
3 Tom Fleming Lotus XV 26

E PRODUCTION

1 Duncan Black Daimler 86
2 Reed Rollo Alfa Veloce 36
3 John Wright Porsche S 30

F MODIFIED

1 Roger Penske Porsche RSK 50
2 W. Wuesthoff Porsche RS60 30
3 Newton Davis Porsche RS 10
4 Charles Lyon Porsche RS 10

F PRODUCTION

1 D. Diffenderfer Sista 54
2 Ernest Harris Elva Courier 30
3 Paul Richards Fiat-Abarth 30
4 Mark Donohue Elva Courier 28

G MODIFIED

1 Millard Ripley Lola 66
2 Charles Kolb Elva V 52
3 Robert Barker Lotus XI 24

G PRODUCTION

1 Vince Tamburo Sunbeam Alpine 58
2 Chas. Callanan Fiat Abarth 40
3 Donad Erlebeck Alfa Giulietta 40
4 Paul Richards Fiat Abarth 20

H MODIFIED

1 Oliver Schmidt OSCA 74
2 E. J. Walsh, Jr. Walsh 30
3 Martin Tanner Martin T 26

H PRODUCTION

1 C. Lawrence Fiat Abarth 68
2 Rodney Harmon Sprite 20
3 Edw. Ellenburg Sprite 16
3 Dale Sherrard Sprite 16

I MODIFIED

1 Phillips Jeffrey Berkeley 10
2 Ellsworth Hall Berkeley 8

(Continued on Page 5)



PRECISION MOTORS, VW-Porsche dealership, last week staged a preview at its new Beverly Hills location, 9231 Olympic Blvd. At the helm are Otto Zipper, left, ace Porsche specialist, and Bob Estes. New location takes up nearly 60,000 sq. ft. (Photo by Lester Nehamkin)

ECONOMY CAR NEWS

By MARGUERITE COOK
MOTORACING Staff Writer

It's new-car freeloading time, and so last week we found ourselves sipping champagne and eating filet mignon at noon with dealers of Ford's Lincoln-Mercury Division at the Biltmore. If you're wondering what Lincoln-Mercury has to do with economy cars, they have considerable.

In addition to the Comet, they also handle English Ford in this country. Last year they also handled Taunus, but, we heard, plans are to close out that import with the year. The Anglia will still be handled, and we understand from dealers that they are well satisfied with this economy import.

We could not help noticing that the Lincoln-Mercury line, like that of all Detroit makes, reflects the influence of the imports in more compact and simple styling. We were reminded, as we viewed the cars, of so many grown up versions of Ford's best selling Falcon.

The dealers were a happy, confident lot, all feeling that imports presented no real problems to their segment of the market and let us know that it's not the dealers that make buying a car a gamble but the people who buy the cars. "The only thing wrong with the auto market," one joshed, "is the people who buy 'em."

We spent more time than we should have looking at yet another rival of the VW van. This is English Ford's Thames Freighter. The Freighter was first introduced into the American market last year, but

this is the year that production is being geared to compete really with VW here. The Freighter has a 4 cylinder Consul engine rated at 61hp. (There are 100,000 VW vans being used in this country today.)

K. R. Pendergast, overseas representative for English Ford, tells us that Anglia motors are being used quite satisfactorily in Formula Jr. racers abroad.

1961 is certainly to be the year of the compacts. Jack E. Charpier, chief engineer-director of product for Chrysler's Plymouth - De Soto - Valiant Division, expects the expanding low-priced field to capture 80 per cent of new car sales in '61. Everyone is expanding compact, or so-called compact lines. A 2-door hardtop and 2-door sedan are being offered by the 1961 Chrysler Valiant. Chevrolet is offering a full-line of Corvairs. Latest addition to the line is the Lakewood Station Wagon, a 4-door vehicle with a folding rear seat that borrows its superstructure from the large 1961 Chevy station wagon, yet maintains Corvair lines and the 6 cyl. rear-engine.

Meanwhile, GM's Dodge Division is said to be price-tabling its luxury compact, the Lancer, a grown-up Valiant, to compete with Lincoln-Mercury's Comet. It's being offered in 6 body styles in 2 series.

Not to be varieties out of the market, the imports are also offering additional models. Renault is adding a "Petit-Wagon" and "Petit-Truck". Both have front-wheel drive, with forward drive, with the load bed only 14 inches from the ground. The Petit-Wagon carries 9 persons, plus luggage.

From British Motor Corp. comes announcement of the Morris Mini-Traveller and the Austin 7 Countryman. These are 2-door low-priced (Continued on Page 7)



• Vignettes

BY GUS V. VIGNOLLE
GURNEY HOPES FOR U.S.
DRIVERS & CARS IN EUROPE

(Continued from Page 1)

ORPINGTON, Kent (England) —

Dear Gus:

The long arm of MOTORACING reaches us wherever we go and we love it. I particularly enjoyed the "Elkhart Lake Diary", by your reporter, Joe Scalzo. Joe seems to have a real touch of enthusiasm and a fine feel for the mood of racing that so few race journalists have these days. He also seems to have made a real effort to circulate around all the competitors during both practice and the race. Keep him busy, Gus.

I was happy to read about Skip Hudson's excellent progress in your VIGNETTES column. I'm really looking forward to the day when more Americans will be over here in Europe fighting in the GP wars. Believe me, we need all the help we can get. The racing is fiercely competitive. Daigh, Hudson, Krause, Hansgen, Crawford, Sachs, Ward, Pabst, Bonduar, Thompson, Jeffords, Ruby, Bucknum, Howard, Miles, Miller, Fowler, Proctor and others whom I'm not familiar with should all come over if they can get the chance.

The ultimate thing, to my way of thinking, would be to have them come over in an American car. It was really a thrill to see the Scarabs over here. Sure, they didn't blow everyone off, but Lance Reventlow's men were damn good sports about giving it a real try. The Scarabs were as good as such names as Vanwall and Aston Martin, and they learned a lot. I'm sure looking forward to hearing a bit of their American horsepower once again.

Americans Should Produce an Engine

Now that the formula has been established at 1500cc for some years to come, it seems that this is the time for America to turn out an engine. If we had the equivalent of a Coventry-Climax outfit, I'm sure that a lot of Americans would soon build a car around the engine, just the way they have done it in England.

Back to VIGNETTES: You have referred to a NEW YORK TIMES article and quoted from it.

Ordinarily I realize that reporters have a tough job and they usually try to do their best and therefore one must try to overlook the frequent errors that they seem to make in their reports. I have always felt that it is sort of futile to try to keep up with all the mistakes and misrepresentations. You might as well let things go, knowing that in the long run the results will speak for themselves and the truth will come out in the end. . . .

There are 4 Americans over here trying to win international races against what is supposed to be the world's toughest road racing competition. We are all — Masten Gregory, Phil Hill, Richie Ginther and myself — trying to do our best. Racing has always been a combination of car and driver. It still is today. Part of being the world's best driver is being able to sit in the world's best car as often as possible. This may sound almost like cheating to some people, but this is a fact.

Gregory Deserves a World of Credit

A reporter that really wanted to get at the real story would give Masten Gregory a world of credit for the truly inspired performances he has put up this year in a car that has been way outclassed long before the starting flag drops. Masten hasn't lost one bit of "the spark" that makes him great. As soon as he gets into some competitive equipment he will undoubtedly surprise all the people who think he is over the hill by being out in front once again.

Phil Hill is a fighter from the word go. He never lets up; he blazes away 100 per cent of the time regardless of mechanical difficulties or whatever may be. When the flag drops, Phil is racing 100 per cent and the crowds love him. He is certainly due for a Grand Prix win (Editor's Note — Dan Gurney wrote this letter 2 days before Hill won the Italian GP at Monza, Italy). Of course, any American race driver would like to be the 1st American to win a modern GP road race.

Richie (Ginther) hasn't had much chance to show his real talent so far. He drove very well at Monaco and Zandvoort, and he has been turning some very fast laps during his Ferrari test work at Modena and Monza. He has proved to be extremely valuable to Ferrari. His future is bright. His own story of this year's racing is full of simple, clear reasons for not blowing off the front runners. . . .

Wanted to be Closer to the Machinery

Back to VIGNETTES: My breakup with Ferrari last year was straightforward and simple, and it wasn't just money. I wanted to be closer to the cars I raced and I wanted to know just where I stood instead of being kept in the dark. I also wanted permission to drive other makes of cars in the States and elsewhere. You know, you can't always find a Ferrari to drive. This brings up another thought. One of the most difficult things in racing is to be able to stay busy enough to stay sharp.

Anyway, I am still good friends with Enzo Ferrari and all of his people. I think they are fine people and I owe them a lot. The same goes for Luigi Chinetti.

BRM — their history seems to remain unchanged. They go very fast very often for short periods. They started 21 cars in GPs this year and finished 2, one with a pit stop.

Some people in this business seem to be extra quick to write a guy off without actually delving into the true story and they almost always avoid talking to the man himself. Some drivers spend half their time going around explaining why they haven't done such and such and so forth. Bad luck, jinxes, I don't think anyone has a monopoly on trouble. I have not been complaining to anyone for publication. This past season has been a very good experience. It has been racing, and I've learned a thing or two. I'd like to let the record speak for itself.

The British motoring press may be a bit too pro-British at times, but I feel that it is better to have faith in your countrymen and give them a fair shake or at least hear them out rather than echo the foreign line the way some American reporters do. Give me a Scalzo any day.

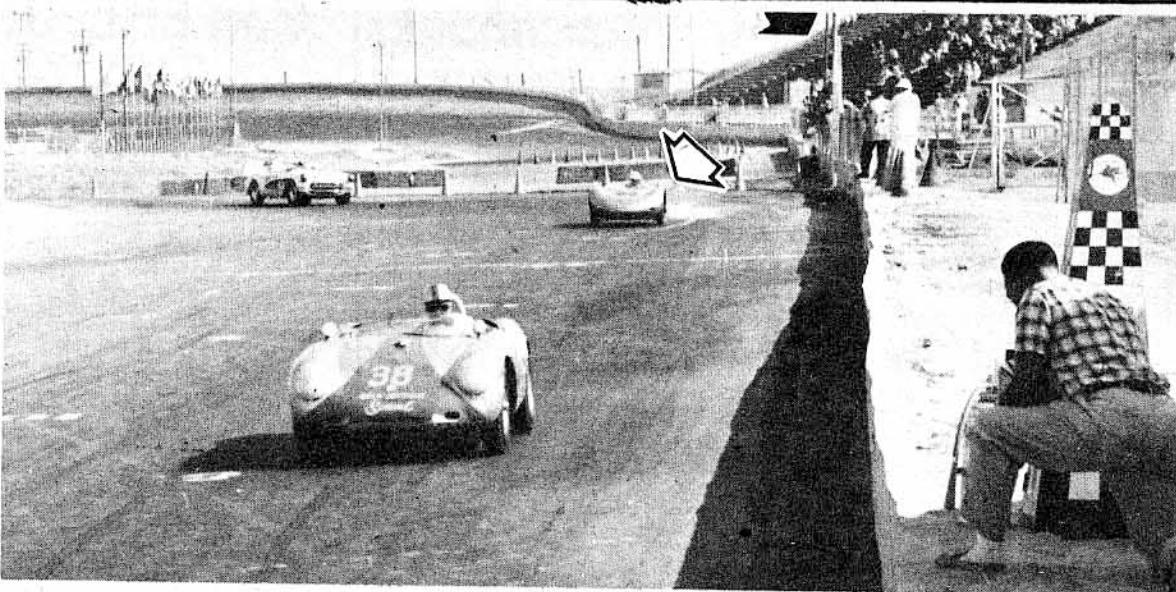
By the way, there has been a very good effort by another American SCCA amateur here in England lately. His name is Chuck Dietrich of the Midwest (I forgot the state — Michigan?). I've watched him at Silverstone and Brands Hatch in an Elva, and he has gone very well and very fast. He and his wife are on their way home now.

The British people have been very nice to the whole family here in England. They have really made us feel at home in our home away from home.

I am beginning to ramble on now, Gus, so I better quit. In closing I want to tell you that MOTORACING means a great deal to us over here. We all want to thank you for printing it. . . .

Take care of your "ticker," see you at Riverside on the 16th.

DAN GURNEY



ARTISTIC SUCCESS but financial flop was the Cal Club's races staged at popular Marchbanks 1.8-mi. course at Hanford, Calif. Scooter Patrick, Porsche Spl. (38), led most of the way, but on last lap was overtaken by Steve Herrick, Porsche RSK (white arrow), who won the feature. Coming around turn is Dave MacDonald's Corvette. Note banked turn in background and sparse crowd (black arrow). Unfortunately, race was staged on short notice. (Photo by Ray Borders)

HERRICK [RSK] SCORES UPSET WIN

By JOE SCALZO

MOTORACING Staff Writer

HANFORD, Calif., Sept. 18 — Steve Herrick, fast-rising Porsche RSK pusher from Los Angeles, won today's 20-lap feature race at this new 1.8-mile, 10-turn Marchbanks road course in a hectic last-lap issue that saw leader Scooter Patrick spin his Porsche Special on the last corner to give Herrick the win by one second.

Said Scooter, who, going into the last lap had enjoyed a steady 3-second lead, "I was really cooling it the last lap, when going into 6, I looked in my mirror and here he (Herrick) is — 2 feet behind me. Then, coming out of the last turn, I was placed wrong and lost it. Steve really drove a beautiful race."

The surprise ending climaxed the California Sports Car Club's 1st meet at this new \$70,000 all-type racing plant, with practically every driver who raced clamoring for "more". This new Daytona-type circuit, with its 18- and 22-degree banking and tight infield turns, should turn into one of California's most popular courses. Minor paving problems — the track broke up in several places — was the major, and practically the only criticism of this lay-out.

It's rather distant — some 200 miles from Los Angeles — in the farmlands between Bakersfield and Fresno. Entries were below 100 and the spectators below 2000, but the future for Marchbanks looks good.

Modified Race

A field of 17 cars — 8 modifieds,

2 formulae and 7 production — were in the finale, with the front row showing Patrick, Herrick and Dave MacDonald in his Corvette, who, in finishing 4th yesterday, had driven an excellent race.

Saturday's winner, Jack Graham of San Jose in his 250 TR Ferrari, did not race. His mount refused to show any oil pressure after his win.

It was Patrick - Herrick - MacDonald - Jim Chaffee (Pink Elephant Chev) - D. D. Michelmore (RS Porsche) and John Timanus (Timanus Lotus FII) into the first 17-degree, 470-foot radius turn, and what a spectacle it was as the pack dropped to the infield, then reappeared on the 22-degree banking across from the start-finish, with the 2 silver Porsches still leading.

Patrick Keeps Lead

Patrick led by 1.5 seconds after the 1st lap, with Herrick and MacDonald as close as they had been. Saturday. Going into 7 on the 2nd lap, Herrick did the day's most spectacular spin — a full 360-degree loop coming off the banking. MacDonald then moved briefly into 2nd only to pit the next time 'round and lose a full lap. Herrick thus moved into 2nd again.

It was Patrick far in front now, Herrick next, and the surprisingly fast John Timanus in his open-wheeled Lotus 3rd.

Jack Nethercutt, his Ferrari literally shaking the ground, moved past Timanus the next lap, however, and John retired 2 laps later with fouled plugs.

With 1st place apparently sewed up for Scooter, interest settled on the "fight" for 4th between Jay Hills in his Porsche Carrera GT and D. D. Michelmore in his RS, who, waving at each other every lap, and sometimes nudging each other in the turns, gave the impression they were having a ball. Hills was forced to retire 3 laps from the end.

And so to the last lap — Patrick apparently all by himself, when suddenly Herrick moved up through 6, and took the lead through 9 as Scooter went sideways, the race lost for him.

Herrick averaged 65.2mph, the average speed down due to the tightness of the infield turns. He also turned in the race's fastest lap at 1.35.5 — 68mph. Steve has now avenged his defeat at San Luis Obispo at the hands of Patrick. Herrick, however, could not have picked a better time to win a race, than Sept. 18. It was car owner Tim O'Reilly's birthday.

Small Modified Duel

A wild brannigan developed for 2nd place in the small modified race, between Art Snyder (Lotus XI), Kurt Neumann's ditto, John Timanus, and Stro Jones, BMC Huffaker Jr. Ed Leslie was an easy leader — and winner — in his Lotus Jr., after being hampered by distributor trouble Saturday. The duel for 2nd, which went all the way

(Continued on Page 7)



AUTHORIZED DEALER

Precision Motor Cars
announces the opening
of their new, extensive
Volkswagen and Porsche
SALES & SERVICE FACILITIES
OTTO ZIPPER 9231 West Olympic Blvd. BOB ESTES
Beverly Hills, Calif.



FOREIGN CAR CLUB EMBLEM Decals

from all around the world!



PRICE: 39¢ EACH

TWELVE EXCITING DECALS!
Printed in eleven glamorous colors.
Emblems are 2 1/2" x 3 1/2".

DECALS ARE DUAL PURPOSE.
Apply inside or outside of windows
— use on car — bicycles.

COLLECT THE FULL SET NOW!

ORDER NOW AND SAVE —

Full Set of 12 Emblems Only \$3.95 p.p.d.

BOX 34648, LOS ANGELES 34, CALIF

The Fabulous Mr. Marchbanks

By GUS V. VIGNOLLE

Most vociferous praise of a road racing course from California drivers was voiced during the last fortnight following the Cal Club's 1st racing meet at the 1.8-mi., 10-turn Marchbanks course at Hanford, Calif., near Fresno.

Pilots went into ecstasies over the 3 banked turns of 18 and 22 degrees at this new \$700,000 layout. Now that the word is getting around after the initial small entry, look for a really healthy field next time the CSCC heads north, probably shortly after the 1st of the year.

Marchbanks is a big name around Bakersfield, Fresno and, of course, Hanford, a small community in the scorching plains of Central California.

Pleasant Texan

So we looked up B. (for Birch) L. Marchbanks and found a tall, pleasant 65-year-old Texan who built the course and operates it with his son, B.L. Jr.

He came to Kings County, Calif., from Littlefield, Texas, in 1924 after going broke in the cattle business. He arrived with \$100 in his kick, and now Marchbanks and his son own 1000 acres, of which a park and the racing plant take up 160.

The original idea was to build a horse racing track, but when the pari-mutuel plan failed to go through, he sailed for an automobile speed plant.

That was 12 years ago. He started with a half-mile oval and, later, with a third-mile within the other one. Jalopies, hardtops, midgets, sprint cars and roadsters raced on the 2 circuits.

1st Road Race

Seven years ago he started the present layout which was inaugurated last June 12 with a grand national stock car race. And the Cal Club venture was the first for sports cars and motorcycles. As a matter of fact, B.L. had never seen a sports car road race until last Labor Day at Santa Barbara.

Marchbanks and his son also promote races in Bakersfield, and past years saw them as promoters of speedfests in Fresno and Atascadero.

Although presently dried up, there is a lake one-half mile long and with 2 islands in the infield of the



B. L. MARCHBANKS

new course, and for nearly 2 years Marchbanks also staged boat drag races.

For 5 years his plant was the scene of bloodless bullfights in which "toreros" used plastic swords. This went by the boards when a law was passed banning the action.

Cattle Raising

A cattleman at heart, the lean, angular Texan today has 300 head of cattle on his land, and, at 65, he is still breaking in his own horses.

As we chatted, he grimaced slightly, pointing to his side. "You know," he drawled, "I'm still kinda sore from 5 broken ribs. A horse threw me the other day and pinned me against a fence. But I gotta go now —, promoting a race tonight in Bakersfield."

Auto racing of all types . . . boat drags . . . bloodless bullfights . . . cattle raising. That's how B. L. Marchbanks keeps young at 65 — and he doesn't seem to have a care in the world! A fabulous character!

CALENDAR

OCTOBER

- 1-2—Milwaukee SCCA races, Carpentersville, Ill.
- 1-2—St. Louis SCCA races, Malden, 2-Racing Drivers Club 3-hour enduro, Vacaville, Calif.
- 2-LA SCCA concours d'elegance, Huntington-Sheraton Hotel, Pasadena, 11 a.m.
- 6-16—Paris Motor Show.
- 8-9—Steel Cities SCCA races.
- 8-9—Central Florida SCCA races, Kissimmee.
- 8-9—Chicago SCCA races.
- 9—Watkins Glen, N.Y. (F Libre)
- 15-23—Nat'l. Auto Show, Detroit, Mich.
- 15-16—Oklahoma SCCA races.
- 15-16—Philadelphia SCCA races, Vineland, N.J.
- 15-16—Indianapolis SCCA races.
- 15-16—Central Carolinas SCCA races, VIR.
- 15-16—LA Times-Mirror races, Riverside, Calif.
- 19-29—London Motor Show, Earls Court.
- 22-23—SF Examiner races, Laguna Seca, Monterey, Calif.
- 22-23—New York SCCA races, Lime Rock, Conn.
- 22-23—E. Michigan SCCA races.
- 22-23—Middle Georgia SCCA races, Macon, Ga.
- 22-23—Arizona SCCA races.
- 29-30—Gulf Coast SCCA races, Dothan.
- 29-30—Pan American SCCA Nat'l. races, El Paso, Texas.
- 29-30—Arkansas SCCA races, Little Rock, Ark.
- 30—SCC of British Columbia races, Westwood, B.C.
- 30—FIA Grand Prix of Morocco (F1), (drivers' world championship), Casablanca.

Film Assignment For Photog Ron Ferreira

Ron Ferreira, well-known No. Calif. sports car aficionado, racing photographer and young man-about-town, is now affiliated with Rey Johnson Motors, Porsche-VW dealer at 3851 E. 14th St., Oakland.

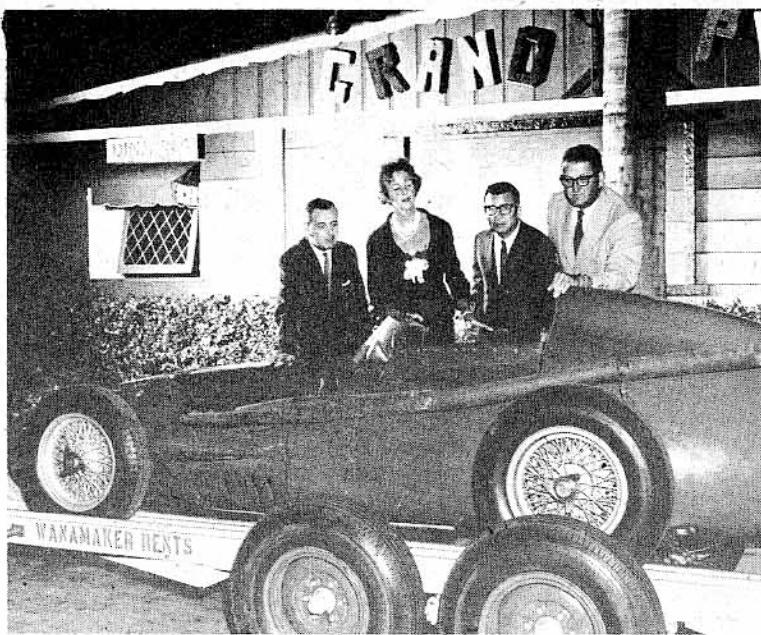
Ferreira has a special assignment to shoot a movie film of the Oct. 16 Riverside Raceway road race. He will show movies he took of the 1959 race while here to cover the 1960 event.

Compact Car Race Off; Lyon Colo. Champion

CASTLE ROCK, Colo. — The recently scheduled 2nd annual international compact-economy car endurance race at Continental Divide Raceways has been indefinitely postponed.

Final Colorado state sports car championship standings:

Charlie Lyon, Denver	20
Danny Collins, Denver	12
Bobby Donner, Colorado Springs	12
Carroll Shelby, La Mirada, Calif.	8
Hap Sharp, Midland, Texas	8
Jack Hinkle, Wichita	8
Bob Holbert, Warrington, Pa.	8
Augie Pabst, Milwaukee	8
Don Ives, Colorado Springs	8
Jim Hall, Dallas	7
Chuck Hall, Boulder, Colo.	7
Bob Betts, Littleton, Colo.	6
John Kilborn, Decatur, Ill.	6
Harry Heuer, Powers Lake, Wis.	4
Mike Collins, Colorado Springs	4
Dr. Bob Paul, Rawlins, Wyo.	3
Skip Hudson, Riverside, Calif.	3
Ed Haussermann, Lawrence, Kan.	3
George Koehne, San Antonio	2
Dick Morgensen, Phoenix	1
Steve Harris, Salt Lake City	1
John Rowley, Wichita	1
Lon Stackhouse, Denver	1



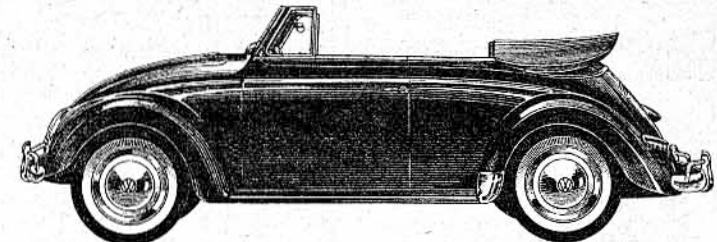
FIRST FORMULA 1 car to arrive in L.A. for the U.S. Grand Prix at Riverside Nov. 20 is this single-seater Maserati. Driver of the machine has not been announced. Examining car here in front of Grand Prix Restaurant are, from left, Reg Smith, race secretary of the Auto Race Club of Calif., formed specifically for this race; Mrs. Alec Ullmann, wife of the promoter; Dr. Ray Martinez, owner of the Maserati, and Bob Blandin, director of the local Formula Racing Assn.

Out of the HORSES MOUTH

By FLAVIO ST. GERMAIN

In town last week for preliminary work for the US Formula 1 Grand Prix at Riverside Nov. 20 were Mary Ullmann, wife of the promoter, Alec, and Reg Smith, racing secretary. Ullmann is in Europe lining up drivers. . . . Named to do the local flack work for the big race are Claud E. Morris & Associates, with Hud Stephenson and Geri Fleming doing the actual tub-thumping. . . . The efficient Long Beach MG Club Scoring Team has bid to handle that phase of the work — and there isn't an outfit that could do a better job. . . . Cries of poor public relations for Meadowdale Intl. Raceways at Carpentersville, Ill., are now being sounded on both coasts. . . . Leonard W. Besinger and Robert Halat, please note. . . . A local sports car professional deadbeat is being sued by an ex-fry cook over a nitery transaction that fizzled. . . . Len Weissman reports that since Johnny Green sold his Renault deal to Renault of NY, he's still busy in Paris lugging millions of francs to the bank. . . . That should squelch rumors that Green went bust. . . . Don Stockman, former ace cyclist from New Zealand, is now a partner of John Hill at John Hill's Sports Car Service in Culver City. . . . That makes 2 top mechanics there, specializing in British cars. . . . Joe Playan, who sold his Porsche RSK to Vasek Polak and soon is to become a restaurateur, reports Chick Leson of Oakland is completely out of racing, having sold his Maserati. . . . Chick has taken up boating and now owns a 1960 28-ft. twin-screw Chris-Craft. . . . Castrol probably will pop for a bridge spanning the Riverside Raceway, similar to the famed Dunlop bridge at Le Mans. . . . Terrific advertising medium. . . . Mel and Juanita (Neen) De Loof of Manhattan Beach, 1959 national SCCA rally champions, are quitting the sport — and also SCCA! . . .

Subscribe to MOTORACING



Volkswagen Convertible

(an air-tight case for owning an open-air car)

The top of the Volkswagen Convertible is like no other. It is air-tight and water-tight because it overlaps the windshield frame. It has a real glass rear window and is completely lined and padded — no struts or crossbars show.

The VW Convertible shares every mechanical virtue of the sedans. The air-cooled rear engine can't freeze or overheat. No anti-freeze needed. All wheels are individually suspended with torsion bars (uncanny control over the roughest roads). You get 32 mpg — regular driving, regular gas. You can go 70 mph all day and park where others can't fit. The best way to get the feel of a Volkswagen Convertible is to slip behind the wheel and drive one. Come in and do it . . . this week.

41 Dealers in
Southern California



AUTHORIZED DEALER

See Ron Ferreira
IN THE EAST BAY FOR
Porsches & Volkswagens
Super 90 & Supers Available
Call AN 1-2804 . . . Rey Johnson Motors

3851 E. 14th Street Oakland, Calif.

Ferrari
Representatives of California, Inc.
Distributor . . . Dealer
1767 North Cahuenga Boulevard
Hollywood 28, California
Hollywood 9-1174

Pete Woods announces

his association with

John M. Stokes

Imports

Dealers for complete
BMC line — AH, Sprite,
Morris, MG & Austin
Complete Stock of factory
Stage 5 Sprites, all colors

Call us about installing
Judson Blowers on your
Sprite or 850 at
17150 Lakewood Blvd.
Bellflower — WA 5-2256



SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

EVERY TIME WE ENTER another slalom we figure that this time we've got it licked. Maybe it was winning a trophy the very 1st slalom we ever ran, a year and a half ago. Too much too soon. It may have spoiled our whole sense of values. Gee, we mentally said, this slalom racket is a cinch. The trouble is that we've never done better than 4th since, and usually are way down the list.

For awhile we figured it was the tires, so we finally put new ones on the Birdcage Sprite. This helps but we still don't win. At the Pacific SCC's slalom the other week end we turned in a terrifyingly slow 1st lap, then really stood on it. Through the turns we drifted, the highly-tuned engine barking its song of unlimited power, faster and faster, 5, 10, 15, 20 miles an hour. The spectators turned the other way, unable to bear the sight of so much speed and daring, many of them falling asleep where they sat.

Then it happened. We downshifted to low and threw the car into a masterful power-slide, sideways through the turn, the Birdcage lined up perfectly for the straight. We punched the throttle, expecting the car to leap forward. Instead, it just kept sliding sideways, off the course and through a row of pylons. Talk about your embarrassing moments, Mabel!

Maybe the Sprite is just too powerful. Maybe we should race a 500 Fiat.

RALLY CANCELLED

The ROCA "Green Thing" tralom IV, scheduled for Oct. 9 at the John Green Corp. parking lot, has been cancelled.

Subscribe To MotoRacing

Specialists in Service for
Jaguar - MG & Austin Healey
Now Specializing in LANCIA

OSSIE & REG
5406 W. WASHINGTON
(Corner Washington and Hauser)
LOS ANGELE 16, CALIF.
WEBster 4-2665

EXPERT SERVICE FOR PORSCHE VOLKSWAGEN



MICHELMORE MOTORS
6957 RESEDA BLVD. RESEDA
Dickens 4-7187



TUNING
MAINTENANCE
OVERHAUL
ALL IMPORTED CARS
GUESS GARAGE
3007 Sepulveda Blvd.
Manhattan Beach

J. B. BROOKS
Headquarters
For All Types
Foreign Auto Parts
Mechanical • Body Panels
Accessories
CHEAP!
12417 South Alameda
Compton, Calif. NE 8-4144

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

Stan Sugarman was really worried about his Type 61 Birdcage Maserati at Cotati, after Jim Connor won the main event with it. Connor drove into the winner's circle where trophy girl Jayne Mansfield was waiting to give him a victory kiss.

As Jayne leaned across the hood of the Maser to kiss Connor, Sugarman went white, thinking of how much it was going to cost him to have the dents in the hood straightened out.

Technical Info

Did you know that male rotifers are usually small and degenerate? Well, they are, so don't say that we never tell you anything.

Trailer Hitch

There is a chap in Beverly Hills who had a small house trailer custom built, with hi-fi, expensive paneling and such. The trailer cost him about \$25,000. Obviously, the only car worthy of towing the trailer was a Rolls-Royce. This he bought, but then found that trying to back the trailer into his garage with the Rolls was too much work. So, he bought a Volkswagen sedan and stuck a trailer hitch on the front of it. The only thing the VW is used for is pushing the trailer in and out of the garage. In a year and a half the VW has only been driven 2.7 miles.

Ferrari Wins In Alabama

TUSKEGEE, Ala., Sept. 4 — The Alabama Reg. SCCA's 7th annual race feature was won by Chuck Nervine in a Ferrari Monza. Pre-race contender Pete Harrison, new Lister Corvette, had fuel injector trouble and didn't make the starting grid. Bill Warren, in George Robertson's Corvette, won the semi-main ahead of the Lotuses of Ed Real and Bud Schuster. The team of Warren, Robertson and Burroughs is entering a 1961 Corvette in next year's Sebring 12-hour race.

Saturday's big car race was a constant battle for 1st between the 2 new Daimlers of Dave Tallakson and Beason Martin, and the AC Bristol of Jim Barker. The lead changed a dozen times in the first 10 laps of the 15-lap event, with Tallakson finally blasting his Daimler into the lead on the 3.1-mi. Tuskegee circuit.—DON HUTELIN.

Tuskegee, Ala., Road Race Summary. Alabama Reg. SCCA—Sept. 4.

PROD. G F-G-H, MOD. H: 1) Harrison, Elva; 2) Bell, Elva; 3) Demetropoulos, Elva.

PROD. B-D-E, MOD. B-C-E-G: 1) Warren, Corvette; 2) Real, Lotus; 3) Schuster, Lotus.

NOVICE: 1) Sutherland, Wainer F Jr.; 2) Gent, Corvette; 3) Birmingham, AC Bristol.

MAIN EVENT: 1) Nervine, Ferrari Monza; 2) Sutherland, Wainer F Jr.; 3) Martin, Daimler.

STANDINGS

(Continued from Page 2)

FORMULA JUNIOR

1	Charles Kolb	Elva	56
2	Harry Carter	Stanguellini/Lotus	44
3	Tim Mayer	Lotus	32

FORMULA III

1	G. Alderman	Cooper	42
2	John Gadwa	Cooper	30

3 Lex duPont Cooper 30

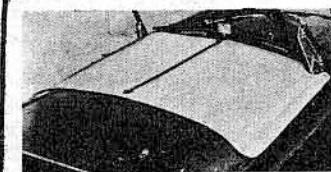
22

TONNEAU COVERS

for foreign cars
MGA, SPRITE

\$19.95
others to \$39.95

Accessory
Send
for free brochure.
PIT STOP



EMPIRE 3-3050

17538 CHATSWORTH STREET
GRANADA HILLS, CALIFORNIA

Flavio St. Germain PREDICTS---

Two of the top Cal Club officials will be asked to do a quick fade and not to run for office next year. Far too many drivers have protested their methods, one of them getting an almost unanimous thumbs down on the recent drivers' poll conducted by the Club.

Moss and Gurney, both in new Lotus Mk. 19s, will set course records at Riverside. With the official record at 2:04, Moss will be clocked at 1:55.

After watching the Times-Mirror race, Alec Ulmann will officially ask the Cal Club and the Long Beach MG Club's Flag and Scoring Teams to help him put on the Formula 1 Grand Prix race Nov. 20 at Riverside.

The 1961 Grand Prix season will see the tightest fight for world champion within memory, with Stirling Moss, Jack Brabham and John Surtees flat out in every points race, with Phil Hill, Dar Gurney and Richie Ginther hot on their tails.

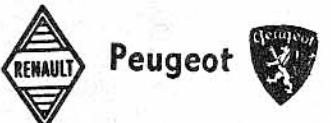
Interest Mounting For ISCARA Rally

Mounting interest is reported for the Pan-American rally to be staged Nov. 5 through some of the more picturesque country of California and Mexico by the Intl. Sports Car & Racing Assn. (ISCARA). It is an SCCSCC-sctioned open rally.

Reservations close Oct. 25.

ISCARA now has a worldwide membership of more than 1200, and a local membership of approximately 200 in the Los Angeles regional chapter.

Renault Dauphine



SALES & SERVICE
By Factory Trained Specialist

LAIL BROS.

18 Years in the Same
Location
1422 So. La Cienega
OL 5-7710

NICK PASTOR

3451
FIRESTONE
South Gate,
California

LOraine
7-2161

- JAGUAR
- TRIUMPH TR3
- SUNBEAM ALPINE
- ALFA ROMEO
- RENAULT
- PEUGEOT
- HILLMAN
- BORGWARD

DRIVE THEM ALL
COMPARE AT ONE TIME
\$25 down
36 months to pay



Mercedes service by factory trained experts

R. G. Lewis & Co., Inc.

Hollywood 7-1161

6465 Sunset Boulevard - Hollywood 28, California





Rally Sparks

BY DUANE SPARKS

THOUGHTS WHILE AWAITING AN INSPIRATION — What a wonderful week-end we had in the Bay Area for SEPTEMBER MORNING! It included Solvang goodies, Anderson's goodies, Hearst Castle wonders, a blast of a cocktail party at RYAN'S, and success on a terrific championship rally—our 1st championship win. It's the ONLY way to rally.

JOHN RYAN outdid himself in presenting an event somewhat of the same character as was the ORBIT, containing all sorts of complicating memory-teasers. For instance his general instructions advised us in the absence of specific route instructions to (1) turn right at all TEE's, (2) bear left at all Y's, (3) add .50 minutes to true time for each numbered hwy. entered or crossed, (4) add .50 minutes to true time for each pair of railroad tracks crossed, (5) increase speed by 2 mph at each STOP sign, and (6) change speed to a figure 2 1/2 mph less than each posted SPEED LIMIT sign. All this on top of 16 pages of regular route instructions plus supplementary instructions handed out at almost every one of the 14 checkpoints, all of which contained every mathematical and psychological problem in the book — well, it was quite a week-end. The true times alone required 5 pages single spaced typing, just to give you an idea of why the errors were so large.

SMITH-BOHL TANDEM WINS

CLEVELAND, Sept. 18—A Pennsylvania-New Jersey tandem of R. W. Smith and Roger Bohl, in a Fiat, won the 2nd annual national SCCA Johnny Appleseed rally with an error of 48 points.

The route included 650 miles of interesting roads throughout Ohio. There were 34 checkpoints, and the 95 entrants were from as far as Texas, Florida and Colorado. The event was staged by the N.E. Ohio region of SCCA.

Top finishers:

Place	Points	Car	Entrants	Residence
1	48	Fiat	R. W. Smith - Roger Bohl	Pa., N.J.
2	52	Porsche	Fred Gilson - Alex Thompson	Conn.
3	64	Mercedes	Helen and Larry Hough	Conn.
4	81	K-Ghia	Jo Anne and Bill Carlisle	Illinois
5	119	Porsche	Leslie and Angie Smith	Texas
6	120	Mercedes	G. MacDonald and Dick Apolant	N.Y.
7	128	Fiat	Harold and Ingrid Gordon	Wash. D.C.
8	150	Alfa	Robert Johnson and H. Dillin	New Jersey
9	165	AH Sprite	Bill Johnson and Ron Smith	Cleveland, O.

AL PARRAVANO

ANNOUNCES THE OPENING OF

MONZA RACEWAY FOR KARTS

184th & Hoover, Los Angeles

(Directly behind Ascot Stadium)

Trophy Races - 2nd & 4th Sunday Open Racing - 1st & 3rd Sun.

Memberships Now Open - DA 3-5777 — Lights for night racing soon.

Advertisement



WOULD YOU BUY A
USED CAR FROM THIS MAN?

Thomas Brothers Win National Rally in Porsche

DURANGO, Colo., Sept. 24 — The national SCCA Continental Divide rally, staged by the Colorado region, was won here today by 2 identical twins, Capts. H. E. Thomas, retired Navy captains from Arlington, Va. They drove a Porsche, and had a 49-point error.

Second went to W. E. (Slim) Larned and Dick Joslin, Los Angeles, in a Corvette, with an error of 122. Bill Jurgensen and Mike Lemmers were 3rd in a Porsche with 128. Mel and Juanita (Nean) De Loof, Manhattan Beach, Calif., Jaguar, were 4th, 135.

Other top finishers were: 5, Peggy and Fred Cooley, Fresno, Calif., Corvette, 145; 6, Richard Templeton and Kenneth Recu, Chicago, MG, 158; 7, Jo Anne and Bill Carlisle, Wilmette, Ill., Karmann Ghia VW, 193; 8, Frank Parsons and Paul Harris, El Paso, Porsche, 213; 9, Roger Gillette, Minneapolis, and Dick Skurrier, St. Paul, TR3, 220; 10, Ben Mayer and Vivian Mayer, Denver, Porsche, 229.

The winning team consisted of Larned-Joslin, the De Loofs and the Carlisles.

The rally was from Denver to Durango the 1st day, and from Durango, through the mountain passes and back to Durango the 2nd day.

At least 20 of the rallyists agreed there was a question as to accuracy of the measurement of the course for the 2nd day, resulting in about 15-20 seconds error for each of the 5 checkpoints. Officials, however, allowed the results to stand.

Moss Wins Race

ZELTWEG, Austria, Sept. 18 — Stirling Moss of Great Britain won an international Formula 2 race here today, averaging 87.6 mph. World champion Jack Brabham of Australia retired on the 38th lap with engine trouble.

PLEASE NOTE
SCCSCC and California State championship rally standings will be found on Page 7.

**JOHN HILL'S
SPORTS CAR SERVICE**
10147 VENICE BOULEVARD
CULVER CITY, CALIF.
VERmont 7-1779

AUTOSPORT
• Imported auto service, engine mod.
• race tuning.
• Competition & Rally equip.
• Parts, Accessories, Manuals.
• Elva Jr., Courier, Mk. V.
HOURS: 10 a.m. to 7 p.m.
SUNDAYS: 10 a.m. to 1 p.m.
DICK RYDEL
350 N. Pacific Coast Hwy.
Redondo Beach, Calif.
Frontier 6-4449

**NORCON
Engineering**
Sports Car Specialists
Pirelli Tires KLG Plugs
Castrol Race Tuning
For Sale—'57 Corvette
Super Sport
Equipped with Spares.
2783 E. Florence
Huntington Park, Calif.
LUDlow 5-4242

BIG Auto
Wrecking
CALL US FOR ALL TYPES
OF FOREIGN PARTS, BODY
PANELS & RUNNING GEAR.
WE BUY & SELL FOREIGN &
AMERICAN CAR WRECKS.
10 Acres of Cars
Special—1958 XK150
Jaguar Convertible...
Chrome wire wheels \$1095
(Except motor, transmission
and seats)
1927 ALAMEDA, LOS ANGELES 59
LO 6-6141

RALLY RESULTS AND CALENDAR

PALOMAR SCC RALLYE OF THE STARS V SEPT 18 SCCSCC CHAMP. KEN KELLING R.M. 167 CARS

POS.	DRIVER	NAVIGATOR	STATE	CLUB	CAR	ERROR
1.	Duane Sparks	Jerrie Sparks	D25N25	C.A.R.	Facel Vega	1:03
2.	Dick Coulter	Ron Going		C.A.R.	TR-3	1:15
3.	Ted Sparks	Dottie Conroy		C.A.R.	Sprite	1:28
4.	Bob Cook	John Ryan	N22	Tri-Angles	Porsche	1:32
5.	Wayne Brown	Al Rosenheck		Pacific	Corvette	1:41
6.	Ron Jones	George Taylor	D20N20	San Diego	Alfa	1:53
7.	Jerry O'Brien	Don Simpson		R M	Porsche	2:12
8.	Bill Knight	Chuck Hudson			Cubic	2:28
9.	Jerry Aarons	Dick Anderson	N17	Southwest	Porsche	2:30
10.	Bill Chester	Elizabeth Chester	R M	Alfa	2:44	
11.	Betty Enoch	C. K. Enoch		Northrop	TR-2	3:52
12.	Doug Linder	Gordon Madison		Northrop	Porsche	4:56
13.	Bernice Branson	Scott Branson		C.A.R.	A-H	5:08
14.	Walt Scholl	Muriel Scholl		Pacific	A-H	5:11
15.	Ron Hubbard	Sandra Boots		SMSCCA	TR-3	5:17
16.	Rod Stoik	Gene Martin		GPCCA	Elva	5:30
17.	Dick Zeylaker	Harry Pringle		Pacific	MG A	5:50
18.	Jack Sparks	Molly Sorin		Pacific	MG A	6:10
19.	Cal Hudspeth	Bob Cole	N 7	Rallynauts	Alfa	6:18
20.	Loretta Dunn	Bob Dunn		Convair	Plymouth	6:19
21.	James Heros	Doug Klick		SMSCCA	A-H	6:37
22.	Mary Lee Sisemore	Lorraine Butler		C.A.R.	MG A	8:02
23.	Doris Jensen	James Heathcock		Astro	TR-3	8:18
24.	Jack Brabham	George Kendall		Corv.	Corvette	8:27
25.	Tom Kienholz	Mary Ann Cronkhite		Hungry 5	VW	9:11

SOUTH BAY FCCA INAUGURAL III SEPT 25 SCCSCC OPEN FRANK REILEY R.M. 38 CARS

NAVIGATION CLASS				
1. Elizabeth Kacy	Bill Kiefe	ISCARA	Corvette	8:40
2. Gwen Thigpen	Ruth Piercy	C.A.R.	A-H	9:04
3. Mary Lee Sisemore	Frank Herman	C.A.R.	MG A	12:21

SEAT OF PANTS CLASS

1. Richard Hunt	Ken Hunt	BPCCA	Peugeot	12:09
2. Gary Johnson	Suzanne Schults	Renault	12:49	
3. Tony Hobgood	Virginia Dudley	SMSCCA	Sprite	13:14

RALLIES

OCTOBER

7-8 C. A. R. FIRST FRIDAY NIGHTER V 2 1/2 hr. simple nav. event, 3 classes, \$2. Lee Weishrich R. M. 6 P.M. Hody's Ventura & Sepulveda

7-8 SCCA RIP VAN WINKLE Nat'l. Champ. nav. event. New York Region.

9-10 SQUARE WHEEL TOURING SOCIETY MOONLIGHT RALLY VII 6 hrs. nav. event 10 A.M. Corte Madera Shopping Center, Marin County. \$3.

21-22 MARIN GT SPORTS CAR CLUB MONTE CARLO RALLYE TO LAGUNA SECA plus short nav. event from Monterey to the track, \$1. 116 Laurel Gr. Kentfield Calif.

21-23 SCCA SAN JACINTO RALLYE Nat'l. Champ. nav. event. Texas Region.

22-23 RADIOPLANE SPORTS CAR CLUB ALPINE ROLLER COASTER V an SCCSCC Champ. nav. event with seat of pants class, 9 hrs. 10 A.M. 8000 Woodley, Van Nuys, \$5, Rusk DI 4-5580

22-23 SPOKANE SEE PONDEROSA SWEEPSTAKES an ICNSCC Champ. nav. event, cash prizes

Jack Deno W. 1917 Montgomery, Spokane, Wash.

27-30 SCCA APPALACHIAN NATIONAL RALLY Nat'l. Champ. event Philadelphia Region.

30-31 PACIFIC SCC MERMAID I An SCCSCC Open nav. event presented by the women of PSOC 7:30 A.M. Flagg's 15145 Pmo. Coast Hwy. 6 hrs. \$4 Rae Pingel & Muriel Scholl rallymistresses FR 2-4292 or FR 4-8502

NOVEMBER

4-5 C.A.R. FIRST FRIDAY NIGHTER VI 2 1/2 hr. simple nav. event 3 classes, \$2 Jim Kingham, R.M. 8 P.M. Hody's, Ventura & Sepulveda

4-6 SCCA Nat'l. Champ. event, Los Angeles Region.

5-6 ISCARA PAN AMERICAN an SCCSCC Open nav. event to Mexico

THE HARRY MANN CHEVROLET CO.

FOR SALES — SERVICE — PARTS

AMERICA'S #1 CORVETTE DEALERSHIP

AX 4-6101

THE GRAND PRIX RESTAURANT LUNCH — DINNER — COCKTAILS

Daily 11:30 to 2 a.m. — Sat. 6 p.m. to 2 a.m.

Racing Movies — Thursday Nights

8204 BEVERLY BLVD. Closed Sunday OL 1-2276

In Phoenix . . .

VOLKSWAGEN—PORSCHE SALES & SERVICE MORGENSEN MOTORS

1402 North Central

Alpine 4-2169



INTERNATIONAL SPORTS CAR & RACING ASSOCIATION

CLASSIFIED ADS

SPORTS CARS

THE DOLPHIN FORMULA JUNIOR

Fiat 1100, balanced, Crower-Schneider camshaft, two SU carburetors, Mondial pistons, Nardi valves and springs. Full independent suspension. Fiberglass body, space frame. 880 lbs. Ready to race — \$3895.00.

For full information, write
DOLPHIN ENGINEERING, SALES DEPT.

1080 N. Johnson St.

RACING COMPONENTS: Magnesium wheels, 9 lbs. Tested by Dow Chemical to 25,000 lbs. Will accept brakes up to Alfa-Romeo size. 4-4½-5 inch rim. Optional bolt pattern. Front and rear suspension assys. Rack and pinion steering. Coil-shock units. Competition seats, many others.

El Cajon, California

Hickory 2-7550

HOW TO USE
MOTORACING
CLASSIFIED AD PAGE

BY PHONE: In Los Angeles call AX-4-0287. (This is the number for the Classified Dept. only). Ask for JOYCE BARNARD.

IN PERSON: Come to 4041 Marlon Ave. in the Crenshaw Shopping Center, next to Barker's. (This address is for the Classified Dept. only.)

BY MAIL: Send your ad to Classified Dept., MOTORACING, 4041 Marlon Ave., Los Angeles 8, California.

— RATES —

75¢ PER LINE, one time.

MINIMUM: 5 lines.

CONTRACTS: Apply for rates.

BOX. NO.: Add 50¢

RE-RUNS: 2nd and 3rd times, less 10% each; 4th and thereafter, less 15% each. Same copy.

HEADLINES, ETC.: Large headlines, box borders and 2-column ads available at modest charge.

"POSITIONS WANTED": Less 15%, payable in advance.

AGENCY COMMISSION: 15% commission payable to accredited advertising agencies.

FOR SALE
PORSCHE R.S.K.

IMMACULATE CONDITION

Brand New Engine purchased from Hoffman Motors, 15" Mag Wheels—New Paint, no dents & ready to race. Call or write M. H. "Mike" Collins of Collins Bros. Racing Inc., 38 Cheyenne Mountain Blvd., Colorado Springs, Colorado. Telephone MElrose 2-5120, for further information. Reason for sale: I am returning to school.

FOR SALE 1960
TR 3 ROADSTER

Sacrifice.

Private party. Call GENEVA 0-2484, 2418 Nipoma Ave., Long Beach, Calif.

FOR SALE
LOTUS LEMANS NO. 37

Series 2 — Stage 3 engine — Weber Carburetors.

FINANCING AVAILABLE.
Charlotte or Jim Duncan
1500 Belden Street
Pinole, California
Capitol 3-2330

PORSCHE RS.

New paint and transmission last fall. Engine new except for heads and valve train. 8 Wheels. 17 tires. Specially built trailer. 2 Windshields. 2 Tonneau covers. \$5500. Bob Paul, 507 9th St., Rawlins, Wyoming. EA 4-2201.

FIAT — 750cc Modified

All new full race engine, tube frame, fibre glass body, all Fiat suspension. Nearly completed. Will complete or sell as is. Trailer. FOR DETAILS: Call or Write, JAMIESON
1021 Sunset Canyon Dr.
Burbank, Calif.
TH 8-2332, Eves.

LOTUS LEMANS
1100

Exceptionally clean — new paint and body work, Series 2 Bucket seats. Corvette 4-speed all-synchro gear box. Engine new — 1 race since complete rebuilt, balanced and magnaflux. Stage III Climax Engine with Webbers. \$3600 with tilt bed trailer and spares. Randy Cowherd, 835 West Julian St., San Jose, Calif. Phone CY-press 5-5770.

PORSCHE RS SPYDER
1600 CC

Ex Ken Miles Car of 44 starts — 33 Firsts — 10 Seconds and 1 DNF. Steers neutral. Unusually fast RS. Steve Herrick, 3900 Nicolet Ave., Los Angeles 8, Calif. Phone AX-minster 4-9366 evenings.

LOTUS MARK XI

DOHC

Fiat Abarth Engine

Class HM
EXCELLENT CONDITION

"1st" in class

21 times in 1960.

\$3500

Harry Jones. Days, CI 2-3915;
Eves., TH 6-2801 or 1951
Chilton Dr., Glendale, Calif.

FERRARI MONZA fast & dependable. 6 extra wheels and tires, factory tools. \$3,800. Enclosed trailer \$500. All first class equipment.

NORTHROP PECK
1937 W. Gray, Houston 19, Texas
Jackson 6-1177

58 DKW MONZA
G.T. Coupe 2/4 pass. fresh from overall concours win. Low mi. & exc. mech. cond. FRANKFURT Show car J. R. Patterson, W. 1921 Cleveland, Spokane 12, Wash.

MASERATI, 200SI — two litre. \$6,500 firm including custom built trailer and all racing gear. Top-notch maintenance by Geo. Grinzwitz of Von Housen Motors. Former Chuck Howard car. Photo available. Nothing spared to keep machine in excellent racing trim. Robert Wesley Phillips, Attorney at Law, 719 K Street, Sacramento, California. Hickory 6-7707.

PORSCHE

Super 90 Silver Coupe, deluxe equipment, very low mileage. Purchased 5-2-60. Asking \$4500. Cost new \$5300. Eve's & week ends. LUKER'S, 40 LA RANCHERIA, CARMEL VALLEY, CALIF. OLive 9-2038.

1960 AUSTIN HEALEY 3000

(Sebring)
8 wks. old, never raced. Factory prepared with all factory options. New business forces urgent sale. Cost \$4350. Sell \$3450. Jim Barber, 151 Calderon Ave., apt. 117, Mt. View, Calif. YO 8-1021 eves., WH 8-2504 days.

PORSCHE G.T. CARRERA SPEEDSTER

Latest model '58 engine by Harry Weber. Top condition, never wrecked, original owner, 7,000 mi. \$3695 or best offer. Manny Glazer, 1087 Groby Road, St. Louis, Mo. WY 1-1366.

Porsche Carrera #77

12 First in '59 Season
Engine & gear box built & maintained by Vasek Polak. NEW Silver lacquer paint. 1 hr. on fresh engine & gear box. Call: Ron O'Dell, WH 1-4671
1439 Rosecrans Ave.
La Mirada, Calif.
Call: Vasek Polak, Manhattan Beach, SP 2-2676

Economy
Car News

(Continued from Page 2)

commercial or small station wagon vehicles, styled from the parent Austin 7 and Morris Mini-Minor sedans.

Similarly, BMC announces that it is offering the Austin A55 Countryman and the Morris Oxford Traveller "estate wagons." (The British term for station wagon.) These Farina-styled wagons have been developed out of Cambridge and Oxford "parent" sedans, or saloons, as the British say. These are larger, slightly more expensive, four-door wagons.

Odds and Ends: Southland VW dealers, enroute to visit the factories in Germany, were eyewitnesses to the rescue of a twin-engined

SPORTS CARS

CHAMPIONSHIP RALLY STANDINGS

UNOFFICIAL SCCSC CHAMPIONSHIP RALLY STANDINGS

POS.	NAME	MARK II	WHEELIE BOUNCE	D'ORO	GREAT WESTERN	ORBIT	SIERRA	24 HOUR	STARS	TOTAL
1.	D R I V E R S									
1.	Jerry Aarons	12	25	23	15	22	18	15	17	147
2.	Bill Chester	*	22	21	24	21	19	21	16	144
3.	Doug Linder	15	24	16	20	11	*	22	14	122
4.	Bob Cook	14	17	3	16	23	25	*	22	120
5.	Jerry O'Brien	20	14	1	*	24	5	24	19	107
6.	Jack Sparks	23	*	25	0	25	0	25	8	106
7.	Duane Sparks	*	23	18	0	0	*	16	25	82
8.	Dick Coulter	0	13	10	11	*	0	23	24	81
9.	Ron Jones	0	*	15	*	16	22	*	20	73
10.	Don Royer	22	6	0	23	18	0	*	*	69
11.	Bill Rector	25	4	*	17	*	23	*	0	69
12.	Bob Piercy	0	11	*	0	19	20	19	0	69
13.	Don Black	19	10	8	18	13	*	*	*	68
14.	Cal Hudspeth	15	16	0	8	0	*	12	7	56
15.	Bill Eichelkraut	23	26	9	0	0	*	*	0	51
16.	Ed Enoch	*	0	17	*	17	*	*	15	49
17.	Wanda Kenyon	17	0	15	5	12	0	*	*	47
18.	Bob Doyle	0	*	19	14	0	14	*	*	47
19.	Owen Thigpen	0	0	*	22	9	15	*	0	46
20.	Les Weisbrich	7	19	14	0	0	*	6	*	46
21.	Bernice Branson	8	0	20	2	0	0	2	13	45
22.	Wayne Brown	6	*	0	0	0	0	18	21	45
23.	Dick Pieser	3	20	*	*	*	21	*	*	44
24.	Chuck Meredith	*	15	22	6	0	*	*	*	43
25.	Dick Butler	0	*	0	13	*	17	15	0	43

* Did not Compete () Declared not for points.

1960 CALIFORNIA CHAMPIONSHIP RALLY STANDINGS

POS.	NAME	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	TOTAL	NO. BEST SIX
1.	D R I V E R S															
1.	Bill Chester	*	22	0	*	*	24	21	20	19	*	21	*	*	127	7
2.	Jack Sparks	23	*	12	25	*	*	25	*	*	25	17	*	*	127	6
3.	Duane Sparks	*	23	0	18	*	*	16	*	*	16	25	25	123	7	
4.	Jerry Aarons	*	25	0	23	*	15	*	18	*	15	*	17	113	7	
5.	Bob Cook	14	17	*	*	24	*	*	25	*	17	*	0	*	97	6
6.	Dick Coulter	0	13	17	10	*	*	19	0	15	*	22	*	*	96	8
7.	Ron Jones	0	*	16	15	*	*	16	*	22	*	*	*	20	89	6
8.	Harold Schell	2	*													

MOTORACING
1617 No. El Centro
Hollywood, Calif.

Entered as Second Class
Matter at Los Angeles, Calif.

NEWS
TIME VALUE

Special Introductory

MOTORACING Subscription Offer

1/3 OFF! -- ONLY \$2 per Year

FOR A LIMITED TIME ONLY



SUBSCRIBE TO MOTORACING

Yes! Please enter my subscription or extend
my own subscription from expiration as
follows:

- Three years \$6.00
- One year \$2.00
- Air Mail rates in U.S., Canada, Honolulu,
Mexico — \$6.50 per year. — Also APO
and FPO addresses.
- Foreign Rate, \$4 per year (includes Mexi-
co and Canada).
- Extension
- Check or money order encosed
- New Subscriber

Name.....

Address.....

City.....

.....

Zone..... State.....

**Please Enter a 1-Year Subscription at
\$2.00 as My Gift to:**

Name.....

Street.....

City..... Zone..... State.....

Gift Card
to read "From".

Gift subscriptions will begin with this issue.

Gift cards will be mailed to inform recipients of your gift.

Mail complete form to MOTORACING, 1617 N. El Centro, Hollywood, Calif.